Transportation Investments Underway

Phase I of the WTP Spurs Investments

In 2004 when the update of the WTP began, the Transportation Commission believed that the long-range plan should provide bold direction for future investments. At a major WTP public outreach event in October, 2004 the late Ruth Fisher, former Chair of the House Transportation Committee and then Transportation Commission member, proclaimed that in 2005 the Commission would do just that.

The budget proposal submitted to the legislature in 2005 by the Transportation Commission was founded in the early learnings from the WTP data analyses and stakeholder input collected in Phase I. This chapter describes where existing transportation funds are targeted for projects and programs identified by the WTP and how recent funding decisions by the Legislature and the Governor clearly define priorities for the WTP and currently available revenues.

In the past several years, the governor and the legislature have provided critical investments that will move us far down the path to achieving our vision. State leadership added to programs and projects already funded from prior sources and the 2003 "Nickel" funding package with the 2005 Transportation Partnership Act (TPA). The TPA provides bold direction for future transportation investments in Washington. These actions were affirmed by the voter defeat of I-912, an initiative that would have repealed key investments of the 2005 Transportation Partnership Act.

"When I think of transportation, I think of safety, economic development, and a legacy for our children."

Christine Gregoire
Governor

2005 Transportation Tax Package Overview

The 16-year expenditure plan, in the TPA, will take care of some of Washington State's most critical transportation needs. More than 270 projects will be funded that will make roads and bridges safer as well as ease choke points in the system.

Taken altogether, these programs make significant steps towards achieving the vision within the twenty-year period of the State-wide Long-Range Transporation Plan, 2007-2026. The package includes:

- 9.5 cents gas tax increase phased in over four years - $5.5 billion
- Vehicle Weight Fee on passenger cars - $908 million
- The light truck weight fee increase - $436 million
- Annual motor home fee of $75 - $130 million

Preservation of At-Risk Structures - 30 projects

Rehabilitate or replace 30 existing bridges. The work will extend the life-time of the bridges to ensure they can continue to meet daily needs, withstand stream erosion and stand up to severe earthquakes.

Safety Investments - 106 projects

Projects statewide to fix some of the worst locations for frequent collisions including run off-the-road or median crossover dangers. Strategies include:

- Remove fixed objects on the roadside
- Install new or upgrade obsolete guardrail
- Replace at grade intersections with interchanges to reduce broadside collisions
- Build passing lanes to reduce risks of head on collisions
- Illuminate county road intersections to minimize the number of night time accidents
- Widen roads to allow for correction of driver error or inattention.
- Construct sidewalks and pedestrian bridges and install pedestrian signals to reduce the risks of vehicular death or injury to children and adults.

These projects will provide the following performance outcomes:

- Fix problems at 52 specific high accident locations and corridors
- Install 73 miles of cable median barrier to protect motorists from cross-over accidents on multi-lane highways
- Add approximately 25 new lane miles of roadway
- Reduce the number of injury accidents in the affected areas by approximately 25%, equal to or less than 1,100 injuries per year.

Choke Points and Congestion - 69 projects

Address bottlenecks and chokepoints on the highway system statewide to improve the flow of traffic by adding lanes, improving interchanges and constructing High Occupancy Vehicle (HOV) lanes. These projects will also reduce the number of current accidents and the potential for future increases in the numbers of accidents. This list of projects includes work on Interstate 5 that needs to be completed before starting the construction phase on the Alaskan Way Viaduct and SR 520 Corridor to minimize traffic disruptions during construction in the Seattle area.

These projects will provide the following performance outcomes:

- Fix problems at 48 high accident locations and corridors
- Add approximately 125 new lane miles of roadway
- Reduce the number of injury accidents by approximately 2000 per year
- Replace 27 older bridges

Multi Modal Improvements - 8 projects

Improve Amtrak *Cascades* passenger rail service with:

- Projects that will support better on-time performance
- Projects that will reduce travel times between cities
- Greater track capacity at King Street Station
- Upgrades to state-owned train equipment

Environmental - 21 projects, plus funding for future fish passage barrier removal

Projects to fix existing unacceptable environmental situations from historic roadway construction, including:

- Fix old, badly-designed culverts that block fish from migrating to and from their spawning areas
- Fix chronic roadway problems that require repeated, stream-changing repairs to fix or control slides and erosion
- Build new stormwater run-off controls to nearly harmless discharge of roadway runoff, into our states wetlands, streams and water bodies
- Build walls to reduce freeway noise on neighborhoods

Freight Mobility and Economic - 35 projects

Replace six bridges and make other improvements to assist freight transportation on our state highways, local roadways and rail systems.

Statewide Strategic Transportation Targets

The sources of funds for these investments identified in the WTP update process are illustrated in the bar chart below. Over the next 16 years, existing sources will provide $30.5 billions for investing in a variety of transportation services and facilities. The appropriation of these funds according to the five investment guidelines is illustrated in the pie chart to the right.

Also included in this section are featured projects that are examples of the types of investments that are occurring statewide. Refer to the appendices for a map of all the funded projects.

Figure II-23
Funded Amounts aligned to WTP Investment Guideline

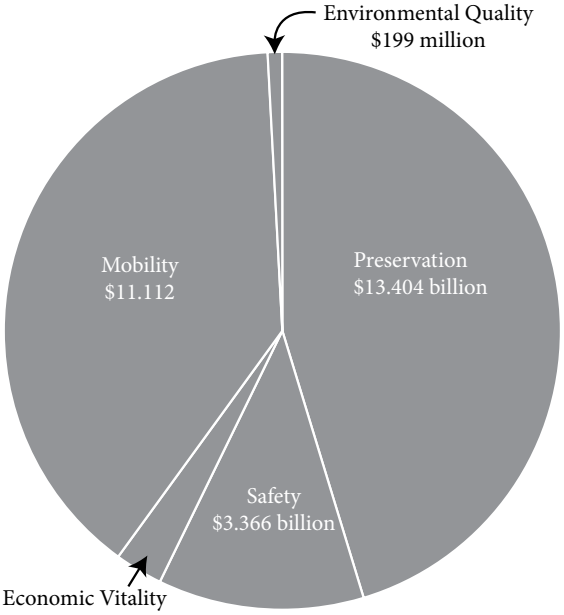
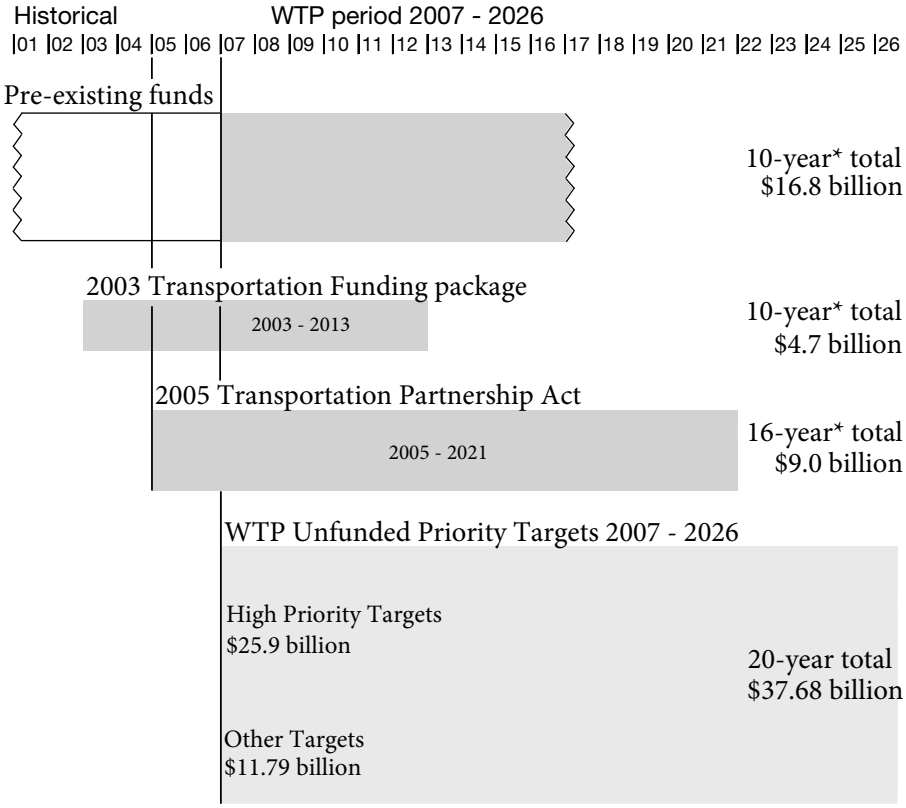


Figure II-24
WTP Priority Investments and Current Funding
20-Year Outlook—2005 dollars



Source: WSDOT Gray Notebook and Transportation Planning Office

* A 10-year total is shown for pre-existing funds because the Transportation Commission proposes and the Legislature typically enacts a 10-year investment program. The 2003 and 2005 funding packages were enacted for the periods specified.

Preservation—$13.4 billion

Highway Preservation
- Eliminate backlog of past-due asphalt pavements and maintain a lowest life-cycle cost schedule for these pavements—$1.9 billion
- Maintain chip seal paving at lowest life-cycle cost—$165 million
- Strengthen pavement structure where warranted, due to heavy truck loads, including intersections—$70 million
- Rehabilitate high priority interstate concrete pavement sections—$590 million
- Rehabilitate high priority non-interstate highway concrete pavements—$18 million

Bridge Preservation
Replace seismically vulnerable and/or aging structures
- Strengthen 172 seismically vulnerable bridges in the highest-risk zones and interstate bridges in moderate risk zones—$187 million
- Preserve Alaska Way Viaduct ($2 billion) and State Route 520 Floating Bridge ($500 million); the state's share of preserving these structures is funded; a regional contribution is pending
- Preserve I-5 Columbia River Crossing—preliminary engineering/environmental impact statement (EIS) is funded ($55 million); construction costs are not funded
- Modernize narrow and aging bridges (timber, posted/restricted, and bridges less than 22 feet wide)—$1.07 billion
- Prevent catastrophic failure of highway bridges due to scour—$30 million
- Preserve general bridges - painting, deck protection, movable systems, and other repairs—$360 million.

Other Highway Facility Preservation
- Preserve safety rest areas - primarily sewer, water systems and building rehabilitation or replacement—$35 million
- Preserve highway electrical and drainage systems—$324 million
- Preserve weight stations—$60 million
- Replace aging maintenance facilities—$104 million
- Stabilize slopes adjacent to highways in high and moderate risk areas—$200 million

SR 99 Aurora Bridge Seismic Retrofit

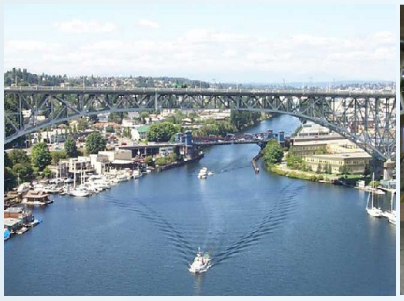
Total Project Cost:
$9.7 million

Start Date: July 2003
Open to Public: July 2005

Sources of Funding:

State $9.7 Million

Project Partners:
Washington State Department of Transportation (WSDOT)



The Aurora Bridge in Seattle, is located in a seismic high risk zone, where it could experience serious horizontal movement during an earthquake. (refer to the Seismic Zone Map in the Appendix). The Aurora Bridge stretches just over 6,000 feet, and is heavily used by over 100,000 cars a day. As part of the WSDOT's statewide Seismic Retrofit Project, this preservation effort brings the Aurora Bridge to current earthquake standards, which allow the Aurora Bridge to resist a magnitude 7.5 Richter scale earthquake.

The base isolation retrofit uses spherical steel surfaces called friction pendulum isolation bearings to separate the span supports from the bridge structure. The bearings allow the foundation and the bridge structure to move independently, resulting in less earthquake damage to the overall bridge.

Preservation Investments Underway—Continued

Transit Preservation
- Preserve transit system capital—$30 million
- Preserve public transportation transit system—$21 million

Local Roadway Preservation
- Preserve county roads and ferries—$850 million
- Preserve, maintain and operate city streets—$2.6 billion
- Preserve city and county bridges—$32 million

Ferry Preservation
- Preserve state ferry vessels and terminals—$2.171 billion

Airport Preservation
- Maintain public use general aviation airport pavements (runways, taxiways, and aprons) at lowest life-cycle cost (excluding Sea-Tac International Airport)—$32 million

Outcome and Benefits:
Collectively, all the currently funded investments will:

- Yield reductions in travel times
- Increase safety and efficiency
- Reduce operating and maintenance costs
- Preserve the existing transportation system operating in sound condition to improve safety and operational efficiency.

Monroe Street Bridge Rehabilitation

Total Project Cost:
$17.7 Million

Start Date:
March 2002

Open to Public:
September 2005

Sources of Funding:

Federal	$12.0 Million
State	$2.0 Million
Local	$3.7 Million

Participating Agencies and Organizations:
Federal Highway Administration
Washington State Department of Transportation
City of Spokane
Spokane Transit

The concrete arch Monroe Street Bridge has linked north & south Spokane since 1910. When constructed, it was the largest concrete arch bridge in the U.S. and third largest in the world. After nearly a century of use, the bridge was showing signs of wear. A major structural restoration and replacement project was undertaken. Community input was incorporated into the project as well.

Nearly the entire structure, except for the three main support pillars and large arches were removed and replaced. The three main support pillars were cleaned and sealed. New support arches, road deck, sidewalks, restored historic street lighting, traffic barriers, and a stormwater collection and treatment system were installed. A promenade along Spokane Falls was also constructed.

As a result of it's historic preservation, environmental, pedestrian and bicycle improvements, the project received the 2006 Historic Restoration & Preservation Award from Washington State Chapter of the American Public Works Association.

Tommy Thompson Trail

Total Project Cost:
$1.77 Million

Start Date: June 1994
Open to Public: August 2005

Sources of Funding:
Washington Wildlife and Recreation Program: $406,950
Skagit County Real Estate Excise Tax: $35,000
Surface Transportation Program: $370,847

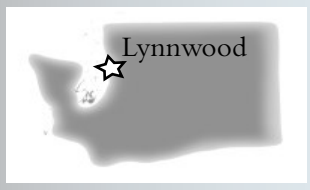
Project Partners:
City of Anacortes, Interagency Committee for Outdoor Recreation, Skagit County, FHWA funds administered by WSDOT HL&P.

The Tommy Thompson Trail is a 3.3 mile long, twelve-foot wide paved pathway from downtown Anacortes to Marches Point. The trail goes along the waterfront and also includes a causeway and trestle crossing of Fidalgo Bay. The trail was built on a former railroad right-of-way.

The project was undertaken to provide a scenic recreational opportunity for the citizens of Anacortes. The twelve year, phased project gained widespread community support and enjoys a broad-based popularity.

The project team included community leaders, city staff, the Mayor's office, and City Council.

Alderwood Manor Heritage Park



Total Project Cost:
$1.85 Million

Start Date: November 2002
Open to Public: April 2004

Sources of Funding:
Federal $0.5 Million
State $50,000
Local $1.3 Million

Project Partners:
Federal Highway Administration
Washington State Department of Transportation
Washington State Historical Society
Alderwood Manor Heritage Association
Sno-Isle Genealogical Society
Snohomish County Tourist Bureau
Snohomish County Master Gardeners


Before


After

Heritage Park is a historic preservation project that provided a place for the community and tourists to experience the history of the Alderwood Manor area.

The $1.5 million project began November 2002. Project benefits included fulfilling the local need for historic preservation, providing educational programs to raise heritage awareness, and promoting tourism.

The park features a visitor information center, Heritage Resource Center, Genealogy Research Library, and Interurban trolley tours. The community has donated hundreds of volunteer hours, personalized bricks, bronze sculptures, and accessories for the trolley.

Safety—$3.36 billion

Highway Safety

- Improve safety at locations identified by collision history—$450 million
- Improve safety based on risk factors similar to locations with high accident history—$774 million
  Examples include: crossover protection on multi-lane roads, centerline rumble strips on rural two-lane roads, passing lanes, and intersection improvements in urban and rural areas
- Implement interstate standards—$140 million
  Bring Interstate up to current federal safety standards in targeted locations
- Implement behavioral programs such as educational campaigns to reduce drunk driving and enforcement efforts to stop aggressive drivers—$260 million
- Make low-cost enhancements—$44 million
- Assess vulnerability of highway infrastructure security and implement strategies—$1.4 million
- Assess highway security vulnerability—$39 million

Pedestrian and Bicycle Safety

- Improve state highways, city streets and county roads—$75 million

Safety Rest Areas

- Construct three new safety rest areas to get sleepy drivers off the road—$5.3 million

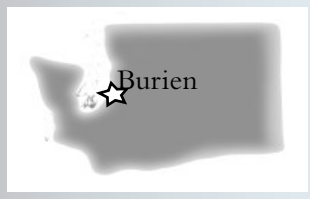
County Road Safety

- Reduce collisions on rural two-lane roadways—$20 million

City Street Safety

- Improve known accident locations on state routes in larger cities—$200 million
- Improve known accident locations on city streets—$10 million
- Improve pedestrian and bicycle safety and mobility—$75 million
- Improve railroad trespassing prevention—$120,000

Maplewild Avenue SW Earthquake Repair



Total Project Cost:
$5.86 Million

Start Date:
May 2004

Open to Public:
May 2005

Sources of Funding:

Federal	$4.55 Million
State	$302,300
City of Burien	$698,000

Participating Agencies and Organizations:
City of Burien
Federal Highway Administration
Washington State Department of Transportation


Before


After

The February 2001 Nisqually Earthquake heavily damaged Maplewild Avenue SW. The quake compacted and shifted the loose fill under the roadbed causing a 1 foot deep, 6-8 foot wide 600 foot long void under the downhill lane.

An extensive community communication plan involving the immediate residents as well as commuters who used Maplewild Avenue SW led the effort to support this project. The enhanced project design, and successful construction resulted in a satisfied community.

As a result of the project team's community efforts, as well as effective project management, the project finished under budget, on-time, and received the 2006 National Award by the American Public Works Association.

General Aviation Safety
- Provide better weather information systems to pilots—$4.5 million
- Remove air space obstructions—$8.6 million

State Ferry System Safety
- Address security infrastructure, emergency management communications, environmental protection management, hazard abatement and toxic waste disposal for the State Ferry System—$39 million

Other State Programs Improving Safety

The following three strategies are also discussed in System Efficiencies but also have safety benefits. Refer to that section of the Plan for funding levels.
- Address Intelligent Transportation Systems initiatives
- Implement Incident Response Program
- Retime traffic signals and invest in other traffic operations

Outcome and Benefits:

When completed, these investments will yield the following benefits to the state transportation system:
- Reduce the incidence and risk of fatal and disabling collisions caused by behaviors such as: Driving Under the Influence (DUI) of alcohol or drugs, failure to use seatbelts, and aggressive driving
- Separate cross traffic, provide safe passing zones, and improve intersections
- Reduce congestion related collisions
- Reduce $2.4 billion/biennium in societal costs due to collisions on state highways, county roads, $1.6 billion/biennium in societal costs due to collisions in larger cities, and $4.3 billion/biennium in societal costs due to collisions in smaller cities
- Address safety at airport runway ends and establish a program to address encroachment within the runway protection zones

Sleater-Kinney Bicycle Tunnel

Total Project Cost:
$1.9 million

Start Date:
June 2001

Open to Public:
December 2001

Sources of Funding:
State $1.9 Million

Project Partners:
City of Lacey
Washington State Department of Transportation (WSDOT)

The Sleater-Kinney Bicycle/Pedestrian tunnel connects the City of Lacey with a bicycle/pedestrian trail that parallels Interstate 5 to the state capital campus area in Olympia. This project was a collaborative effort between the City of Lacey and WSDOT. The tunnel eliminated a dangerous at-grade crossing of Sleater-Kinney Road, and was integrated into the local and regional trail system.

Landscaping was blended with surrounding native vegetation. Interior tunnel walls have decorative tiles depicting local area trees and water features. State of the art tunnel lighting was also installed.

The Sleater-Kinney Bicycle Tunnel was recipient of the Ron Rowe Community Improvement Award, given by the Lacey Rotary Club in 2002 and is maintained by the City of Lacey.

US-97A Entiat Park Entrance Turn Lanes

Total Project Cost:
$124,000

Start Date:
April 2004

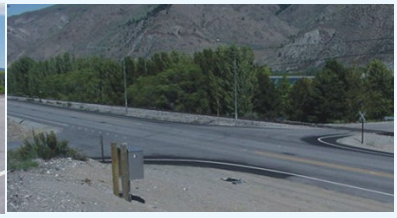
Open to Public:
May 2004

Open to Public:
May 2004

Sources of Funding:
State $124,000

Project Partners:
Washington State Department of Transportation

Before



After

US-97A was targeted as a Washington Traffic Safety Commission Safety Corridor Project from 1999 through 2001 due to the high number of fatal and disabling collisions on the route, particularly at the intersection of Entiat Park entrance/Shearson St. and US-97A.

Construction of new northbound and southbound left turn lanes on US-97A at the Entiat Park/Shearson St. intersection in the City of Entiat provides a safer intersection that results in reduced rear end and side impact collisions. The new left turn lanes provide storage for traffic waiting to turn into Entiat Park or onto Shearson St. An illumination system was added to improve night-time visibility. Congestion should decrease by channeling vehicles out of the through lanes while they wait to turn.

Economic Vitality—$768 million

Strong Economy Investments—$3.3 million

- Address response planning and preparation underway for the 2010 Vancouver, BC Olympics. This will assist travelers going to the Olympics and facilitate commerce in the region during and after the events $3.3 million

A variety of agencies and people, under the Governor's 2010 Task Force, are collaborating with British Columbia to show support for and assist in preparations for the upcoming 2010 Winter Olympic Games in Vancouver, BC. Washington's transportation system is expected to carry many additional travelers as the Olympics begin and proceed.

SR 18 Weyerhaeuser Way- SR 167 Truck Climbing Lanes

Total Project Cost:
$ 20.6 Million

Start Date:
September 2003

Open to Public:
October 2005

Sources of Funding:

State	$20.6 Million
Local	$37,000

Project Partners:
Washington State Department of Transportation


During construction


Nearing completion

Commercial traffic on uphill direction on westbound SR 18 between I-5 and SR167 caused slow-downs along this heavily traveled corridor. Large trucks were having difficulty maintaining highway speeds which caused back ups.

A new westbound lane was added which reduces congestion, and which allows faster moving traffic to pass large trucks to maintain highway speeds. The project also widened the existing Peasley Canyon over-crossing to accommodate the new lane and shoulder.

Additional project features included news signs which improve safety and new cameras and traffic data counters that provide additional information to the traveling public.

Moving Freight Investments—$765.15 million

- Reduce severe weather closures on the major east-west freight corridor: I-90 from Hyak to Keechelus Dam—$387 million
- Address freight constraints on the most heavily used north-south corridor (Portland to Seattle)—$200 million.
- Address freight constraints on mainline rail through a study of rail capacity and system needs—$1.15 million.
- Provide ongoing funding for regional economic development freight projects and mitigation of impacts to the freight system—$114 million
- Continue build-out of commercial vehicle information systems and networks (CVISN) weigh-in-motion (WIM) technologies—$63 million
- Fully implement existing Incident Response Program (this target appears also in the System Efficiencies section; it is shown here to emphasize its importance to freight movement).

Minimizing delay to commercial vehicles, reducing safety hazards, reducing congestion for all vehicles, improving air quality by reducing idling of vehicles (especially large trucks), and protecting state highways from overweight and illegal vehicles all benefit users of the statewide transportation system. Investing in freight movement also contributes to economic growth, employment, and the state and local tax base, while reducing the cost of international export of Washington goods. Further improvements from investment in these areas will include preservation of rail yards in metropolitan areas and information about the state's air cargo system. Strategies and performance measures to increase the effectiveness of freight movement by air in Washington will be identified.

Outcome and Benefits:

When completed, these funded investments will yield benefits to the statewide transportation system that will improve the movement of manufactured, retail and agricultural goods and support Washington's role as a global gateway. Implementation of these investments will:

- Strengthen regional economies and growth in freight industries.
- Improve all weather accessibility over Snoqualmie Pass.
- Address mainline rail freight constraints through a strategic plan and direction.
- Provide more reliable and efficient statewide transportation system so businesses can meet customer delivery requirements.

SR-240 Tri-Cities Additional Lanes

Total Project Cost:
$59.5 million

Start Date:
December 2003

Open to Public:
Stevens Blvd.-Yakima Bridge Dec. 2005
I-182 Richland Wye Interchange Oct. 2007

Sources of Funding:
State $59.5 Million

Participating Agencies and Organizations:
Washington State Department of Transportation (WSDOT)

Before After

This project constructs additional lanes on SR-240 between Richland and Kennewick, linking I-182 with the US Department of Energy's Hanford site, local commercial and industrial areas.

SR 240 is a vital commuting route for the Tri-Cities area which is experiencing increasingly heavy traffic volumes. The roadway currently carries 54,000 commuters everyday and is projected to reach 110,000 by 2025. Further developments of the Hanford Facility is adding over 6,000 more daily commuters.

The additional lanes will increase capacity, decrease congestion, create better connections to existing roads and encourage the use of alternate modes of transportation by improving pedestrian/bicycle connections.

Included in this project, the existing pedestrian/bicycle corridor will be lengthened. This will complete another link in the Columbia River Trail system.

Scenic Byways

Total Project Cost:
$800,000 (2006 Grants)

Sources of Funding:
Federal
National Scenic Byways Grant Program

Project Partners:
Federal Highways Administration
Washington State Department of Transportation
National Park Service
Pend Oreille County
Pierce County
Yakima County
King County

Washington was one of the first states to establish a system of scenic byways in 1967. Presently, there are sixty-one routes in the system. Scenic byways pass through the varied terrain of our state reflecting the natural, cultural and historic landscapes of Washington. Using federal, state and local matching funds, improvements such as safety rest areas. interpretive signs, visitor centers, trails and historic preservation projects assist communities along these byways to expand tourist and recreational opportunities.

Two byways have been designated as All American Roads. These are SR-410 Chinook Pass Scenic Byway and SR-20 and 31 The International Selkirk Loop.

Four byways are designated as National Scenic Byways: I-90 Mountains to the Sound Greenway, SR-112 Strait of Juan de Fuca Highway; SR-17 and 155 Coulee Corridor and US-2 The Stevens Pass Greenway.

Badger Mountain Road

Total Project Cost:
$6 Million

Start Date:
Fall of 2004

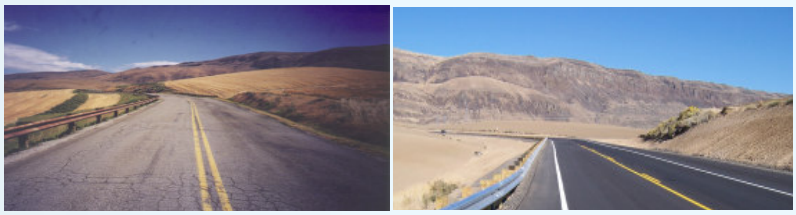
Open to Public:
Summer 2003

Open to Public:
Fall of 2004

Sources of Funding:

Federal	$1.5 Million
State	$4.0 Million
Douglas County	$0.5 Million

Project Partners:
Federal Highway Administration
Washington State Department of Transportation
Douglas County



Before After

Badger Mountain Road is a county road largely used to transport Waterville Plateau agricultural products to markets and shipping centers in the Wenatchee Valley area.

The project reconstructed a five-mile section of roadway between the Wenatchee Valley urban center and the Plateau. Roadway geometrics, safety enhancements and a reduction of ongoing maintenance costs lead to improved roadway design. The project was a model of efficiency, effort, collaboration, and innovation during planning, design, and construction. The success of the project was a function of shared objectives by, and collaborative efforts between, Douglas County and the contractor.

The project's benefits to the community was recognized by the major stakeholders. In addition, the Washington State Department of Transportation and the Federal Highways Administration selected the Douglas County Badger Mountain Road project to receive the Awards of Excellence for Best County Project.

Port of Walla Walla Railex Project

Total Project Cost:
$8 Million

Start Date:
January 2006

Open to Use:
Scheduled Fall 2006

Sources of Funding:

Federal	$1.5 Million
State	$3.5 Million
Grants	$0.9 Million
Port of Walla Walla	$1.7 Million
Walla Walla County	$0.4 Million

Project Partners:
Railex
Union Pacific Railroad
Washington State Department of Transportation (WSDOT)
Port of Walla Walla
Walla Walla County


Railex under construction


Rail loop under construction

The project involves the construction of a loop track to provide rail access to the Railex company's new distribution center on Port of Walla Walla property near Wallula. This project is a cooperative venture with Union Pacific and Railex that will provide timely rail service.

Washington state produce will be loaded onto a weekly dedicated 55-refrigerated-rail-car train for direct shipment to a facility in New York for distribution to East Coast markets. This will result in lower shipping costs for Washington state growers and will preserve state highways by removing 10,000 truck loads from the roadways each year.

The Port of Walla Walla will use the new facility to attract new business to the facility, who can use the loop track for their shipping needs.

Donald Wapato Road

Total Project Cost:
$9.1 Million

Start Date:
July 2003

Open to Public:
December 2004

Sources of Funding:

Federal	$6.7 Million
State	$1.1 Million
Tribal	$3.0 Million

Project Partners:
Federal Highway Administration (FHWA),
Washington State Department of Transportation (WSDOT),
National Oceanic & Atmosphere Administration (NOAA)
Yakima County,
Yakama Nation


Before


After

The Donald–Wapato Road contained three 50-year old bridges that were structurally deficient and functionally obsolete. Due to load restrictions on those bridges, heavy vehicles serving markets, schools, and warehouses in the City of Wapato had to use alternate routes simply to access Interstate 82.

The most economic solution to re-establish the link was by building a new bridge. This required the development of several strong partnerships consisting of local, tribal, and federal agencies in order to address substantial environmental project challenges and funding. It also required extensive coordination with NOAA fisheries in complying with the Endangered Species Act.

The finished project re-established a key farm-to-market route, city-to-city connection, and vital transportation links from the City of Wapato to Interstate 82

The project received the Transportation Enhancements Awards of Excellence Director's Award.

Mobility—$11.112 billion

Transportation Access Investments—$696.3 million

Public Transportation Access

- Support the Agency Council on Coordinated Transportation to foster coalitions of transportation providers—$3.8 million. This represents only part of the funding needed—see Unfunded Targets.
- Assist non-profit providers in areas with limited transit service with rural mobility grants—$140 million. Additional needs are in Unfunded Targets.
- Assist transit agencies in providing intercity connecting service—$16 million. These funds also support intercity bus service planning to identify deficiencies in the system.
- Assist transit agencies in providing on-demand (Dial-a-Ride) service—$490 million.
- Assist transit agencies in providing service on their fixed routes to those with special needs—$47 million. Additional needs are shown in Unfunded Targets.

Outcome and Benefits:

When completed, these investments will yield the following benefits to the state transportation system:

- Improve people's access to jobs, medical care, education, and communities throughout the state.

System Efficiencies Investments—$7.81 billion

- Maintain and operate the existing highway—$2.9 billion
- Operate current network of Intelligent Transportation Systems (ITS) including variable message signs and weather information—$427 million
- Implement ITS capital projects such as transportation management centers, including commercial vehicle information systems and networks—$54 million
- Implement traffic management center operations, freeway operations, tunnel operations, radio operations, and traffic signal operations—$170 million
- Implement Incident Response and service patrols on state highways—$85 million
- Continue construction of high occupancy vehicle lanes in the Puget Sound area—$30 million
- Maintain and operate existing facilities such as safety rest areas—$316 million
- Maintain ferry system operations at base level of service—$3.39 billion
- Construct sixteen passenger rail projects to improve on-time performance, create additional rail line capacity, improve stations, and extend the life of state-owned train sets—$302.2 million
- Fund (partially) commute trip reduction (CTR) including performance grants—$7.2 million
- Fund (partially) the trip reduction performance program—$15 million
- Implement park and ride policy development and

Colville Confederated Tribes Elders Van Project

Total Project Cost:
$118,000

Start Date:
June 2004

Open to Public:
September 2004

Sources of Funding:
State $118,000

Project Partners:
Colville Confederated Tribes
Washington State Department of Transportation (WSDOT)

WSDOT awarded $118,800 in grant funds to the Colville Confederated Tribes for their "Omak, Keller, and Inchelium Elders Van Project." After receiving this rural mobility grant from WSDOT in 2003-2005 for a new elders van in Nespelem, the tribes applied for grant funding for three new vehicles to use in other districts of the Colville Indian Reservation. Omak received a 12 passenger wheelchair accessible minibus. Keller and Inchelium will receive heavy duty 10- to 15 passenger wheelchair accessible vans that will withstand the rough roads in their area.

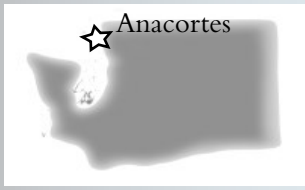
The new vans will allow members with limited mobility to become more active in their communities, providing transportation to meals, cultural activities, appointments and other basic services. The vans are replacing older high-mileage vehicles and improve the safety and reliability of public transportation on the reservation.

construction grants—$30 million
- Improve current commute trip reduction tax credits program—$45 million
- Implement commute trip reduction public education and marketing—$2 million
- Implement commute options vanpool enhancement grant program—$15 million
- Fund (partially) transit service expansion—$25 million

Outcome and Benefits:
When completed, these funded investments will yield benefits to the statewide transportation system including:

- Improve use of technology such as Intelligent Transportation Systems and Traffic Management Centers can yield improvements by targeting specific areas where there is delay. Having access to this type of information helps travelers make key decisions about which route to travel on at which time to avoid a delay.
- Improve the ferry system to make better use of the facilities we have, while expanding on the frequency of service and increasing vessel capacity. This means shorter waiting times at the ferry dock and more predictable sailings.
- Improve passenger rail can not only improve the reliability and timeliness of rail travel, but may help to draw people out of driving solo, making the roadway system more efficient.
- Improve basic access for people who can't or don't drive, in addition to public transportation investment.
- Help provide incentives for reducing number of trips made and overall number of single occupant vehicles on the system through Commute Trip Reduction and Commute Options. This means that throughput will increase allowing travelers to get to their destinations sooner.

Anacortes Multi-Modal Terminal



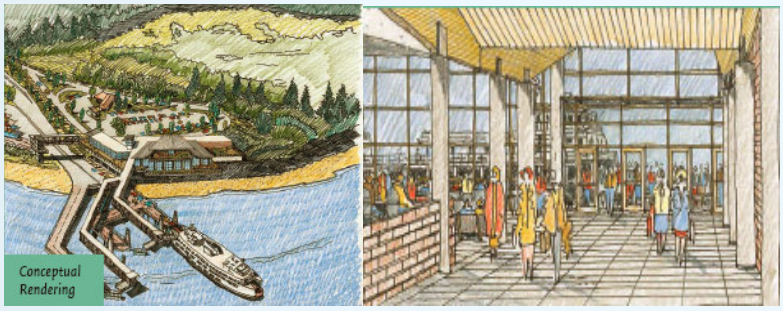
Total Project Cost:
$64.4 million

Start Date: Terminal construction expected to begin in 2007

Open to Public:
Parking lot is currently open. Other site design concepts will be available by late Spring 2006.

Sources of Funding:
State 2003 Legislative Funding
$64.4 million

Project Partners:
Washington State Department of Transportation (WSDOT)



The Anacortes Multi-modal Terminal will provide expanded ferry service facilities, replacing the existing facility which was constructed in 1960. The new facility will include improved safety and access for passengers and vehicles from SR-20 as well as provide connections with many modes of travel.

An additional ferry slip will improve efficiency in ferry maintenance and operations. The new facility includes loading improvements for pedestrians, bicycles and persons with limited mobility. The new facility will also meet new required security features.

- **Bottlenecks and Chokepoints Investments—$1.89 billion**
- Address specific bottlenecks and chokepoints on highways around the state—$850 million
- Make improvements to vessels and terminals to maintain base level of service—$452 million
- Fund expanded operations to approach or exceed Transportation Commission level-of-service standards (expanded operations are dependent on approval of $2 million (unfunded) for vessel and terminal improvements listed under Bottlenecks and Chokepoints High Priorities Targets and another $436 million (unfunded) under Bottlenecks and Chokepoints Medium Priorities in addition to the investments needed to maintain base level of service—$448 million

Outcome and Benefits:

When completed, these funded investments will yield the following benefits to the state transportation system:

- Eliminate or reduce congestion at specific highway bottlenecks and chokepoints
- Improve levels of service by adding capacity and reducing wait times for expansion of ferry service and terminal throughput capacity

Building Future Visions Targets Currently Funded—$2.55 million

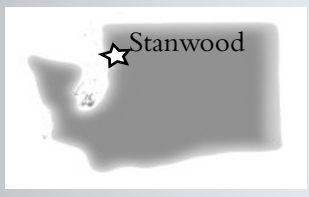
- Continue Transportation Commission Tolling Study currently underway—$2 million
- Continue statewide air transportation capacity and demand study (Phase I and part of Phase II)—$1.05 million

Outcome and Benefits:

When completed, these funded investments will yield benefits to the statewide transportation system including:

- Complete defined implementation approach for recommended HOV investments
- Complete defined implementation approach for recommended tolling practices
- Increase awareness of statewide aviation needs
- Define implementation approach investment recommendations.

Stanwood Station



Total Project Cost:
$5.0 Million

Start Date:
May 2006

Open to Public:
August 2007 (est.)

Sources of Funding:
State $5.0 Million

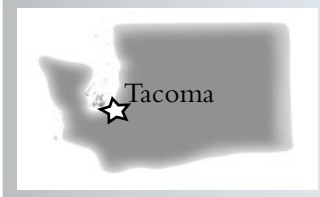
Project Partners:
Design Stanwood
City of Stanwood
Washington State Department of Transportation (WSDOT)
BNSF Railway
Amtrak

The Washington State Legislature provided WSDOT in 2006 with $5 million dollars to construct a new train station platform in the City of Stanwood. The new station platform will provide a new stop where the residents will have access to Amtrak Cascades passenger trains.

The new platform will be constructed close to where the original historic depot was located. The platform will be designed to be 750 feet long and 18 feet wide and meet accessibility standards.

When completed, the project's benefits provide intercity rail access to the regional and national network for the people of Stanwood. Additionally, the new platform will also provide inter-modal transportation connections with local transit provider, Community Transit increasing transportation accessibility options for residents in northwest Snohomish County.

Tacoma Link Light Rail



Total Project Cost:
$80.4 Million

Start Date:
December 2001

Opened to Public:
August 2003

Sources of Funding:
Sound Transit

Project Partners:
City of Tacoma
Pierce County
Sound Transit

Tacoma Link light rail is a 1.6 mile line running between the Tacoma Dome station and downtown Tacoma. Link serves the University of Washington's Tacoma campus, the Washington State History Museum, the Museum of Glass, the Tacoma Convention Center, downtown offices and the Broadway Theater District.

At the Tacoma Dome Station, the regional transportation hub, Link connects to Sounder commuter train service. And local and regional buses operated by Sound Transit, Pierce Transit and Intercity Transit.

Tacoma Link's five stations are served by modern 66 foot-long air-conditioned streetcars. Tacoma Link rides are free of charge and the line has carried over 2 million riders since service began in August 2003.

I-5 Federal Way Transit Center Access Improvement

Total Project Cost:
$32.6 million

Start Date:
Sept. 2004

Open to Public:
February 2006

Sources of Funding:
Sound Transit

Participating Agencies and Organizations:
Sound Transit
Washington State Department of Transportation (WSDOT)


Before


After

The new direct access ramps are part of Sound Transit's overall program to reduce travel times for bus riders and improve traffic flow for all commuters in the area. WSDOT teamed up with Sound Transit to build direct access ramps across Interstate 5 to and from the new Federal Way Transit Center.

These new ramps allow transit, vanpool and carpools direct access between the transit center and the HOV lanes on I-5. This means these vehicles no longer have to weave across three lanes of traffic to enter and exit the highway and this benefits drivers in the remaining general-purpose lanes because they don't have to navigate around these vehicles, which improves traffic flow at the S. 320th Street SW freeway entrance.

Environmental Quality—$198.6 million

Health and the Environment Investments

- Remove fish passage barriers caused by state highways—$100 million
- Address the most urgent locations where stream banks fail and threaten a highway—$52 million
- Install noise barriers at eleven location around the state—$38 million
- Install stormwater treatment retrofits at eight locations (significant unmet needs remain)—$8 million
- Develop stormwater treatment practices at airports—$190,000
- Address wildlife hazards on or adjacent to airports—$380,000

Outcome and Benefits:

When completed, these funded investments will yield benefits to the state transportation system including:

- Connect fish to stream habitats critical to their life cycles and enhance salmon and trout survival
- Continue effort to bring state highways up to post-1977 noise standards, improve or maintain property values and quality of life for residents near highways
- Improve stormwater management on highways and airports
- Reduce maintenance costs for recurring repairs while addressing natural stream processes
- Improve safety of aviation travel and prevent unnecessary wildlife death

U.S. 12 Integrated Vegetation Management

Total Project Cost:
$ 92,619

Start Date:
January 2005

Open to Public:
June 2005

Sources of Funding:
State $0.9 Million

Project Partners:
Port of Walla Walla
Washington State Department of Transportation (WSDOT)
Columbia School District
US Army Corps of Engineers
US Bureau of Reclaimation

Before

After

Roadside maintenance must achieve many goals including maintenance of safe sight distance for the travelling public, filtering storm water, stabilizing slopes, buffering environmentally sensitive areas and controlling noxious weeds. WSDOT uses Integrated Vegetation Management (IVM) techniques which include re-vegetation in disturbed areas with carefully selected native plant species. This results in lower maintenance, self-sustaining roadsides plant communities.

US-12 Phase II project involved re-vegetating the roadside shoulders with native plants instead of placing rocks requiring vegetation control with herbicides. The use of native vegetation along roadsides reduces herbicide use significantly.

IVM plans are being developed and implemented statewide. These plans are intended to provide information and guidance in maintenance practices for naturally self-sustaining plant communities.

State Route 106- Skobob Creek Fish Passage

Total Project Cost:
$1.7 Million

Start Date: July 2005
Open to Public: December 2005

Sources of Funding:

State	$1.7 Million
Other Agency Funds	$1,599
Qwest	$1,599

Project Partners:
Hood Canal Salmon Enhancement Group
Skokomish Tribal Nation
Washington State Department of Transportation (WSDOT)
Qwest


Before


After

This project was a cooperative effort between the Hood Canal Salmon Enhancement Group, Skokomish Tribal Nation and WSDOT. Skobob Creek crossing located on the Skokomish Indian Reservation was identified as a fish passage barrier. The project replaced a 6' X 6' culvert at the crossing on SR-106 with a bridge that improved fish passage and stream flow during storm events.

SR-106 flooded six-times in 1997. More recently the creek flooded in 2003. The project improved the safety of SR-106 by reducing the impacts of flooding events providing safer highway travel throughout the year.

The project also restored Skobob Creek channel at the crossing to a natural fish friendly condition. In addition, the project benefits more than 500 acres of wetlands.

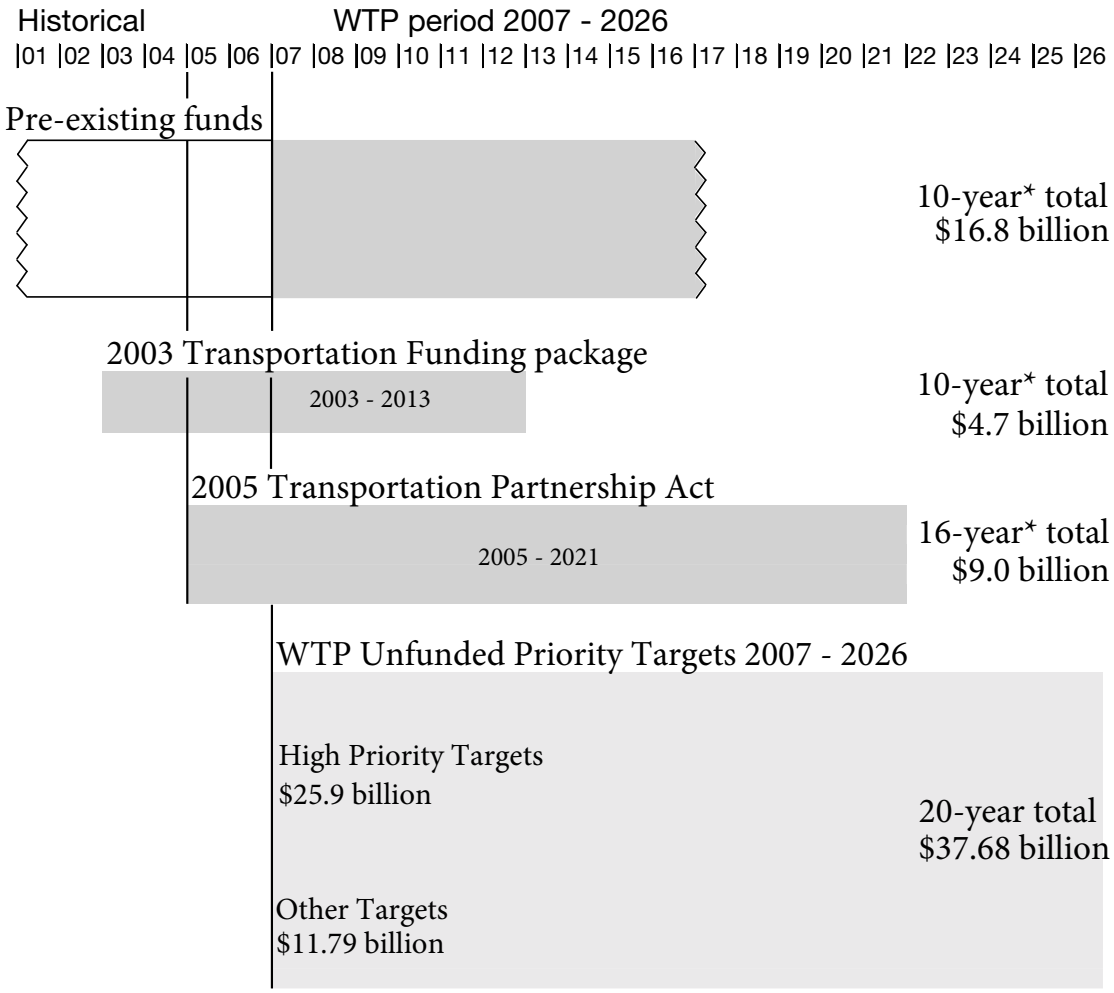
Statewide Strategic Transportation Targets

As previously mentioned, over the past few years, Governor Gregoire and the legislature have identified critical transportation investments that will move Washington far down the path to achieving the statewide vision and goals detailed in this plan. These actions were affirmed by the voter defeat of Initiative 912. If passed, I-912 would have repealed the key strategic transportation investments of the 2005 Transportation Partnership Act.

Although many critical investments have secured funding, many more transportation targets are still in need of funding. The following chapter, "Unfunded High Priorities", presents these proposed high priority transportation investments and their funding needs.

The bar chart below provides an illustration of the existing funding sources as well as the additional needs for the next twenty years.

Figure II-24
WTP Priority Investments and Current Funding
20-Year Outlook—2005 dollars



Source: WSDOT Gray Notebook and Transportation Planning Office

* A 10-year total is shown for pre-existing funds because the Transportation Commission proposes and the Legislature typically enacts a 10-year investment program. The 2003 and 2005 funding packages were enacted for the periods specified.